

MELVILLE . . The West's Wonder Town.

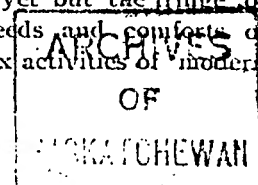
A Modern Miracle.

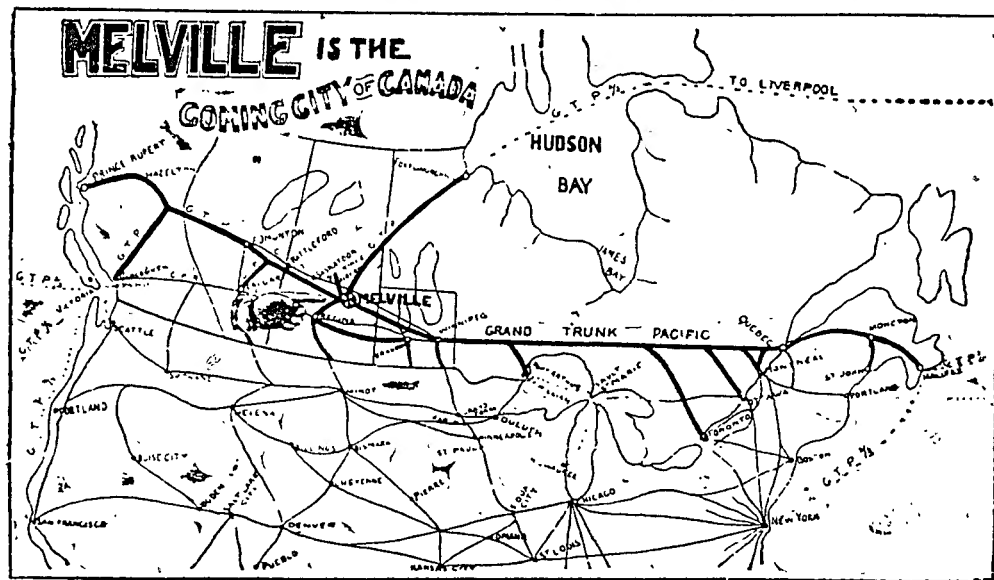
"**A** NATION", saith Holy Writ, "shall be born in a day." It is but rarely that such a tremendous event, involving as it must such profound and energetic activity, as shakes society from centre to circumference, has occurred in the history of the world. When an event of this kind does happen, it affords to thoughtful men, material for discussion for all time. But if the almost instantaneous rise of a new nation over the horizon of the world is an event of the rarest occurrence, in Western Canada there can be seen, almost every week during the present century, a sight almost equally impressive—the birth of a town

almost in a night!

The transformation that has been effected within the past decade in Prairie Canada is one of the most momentous and impressive in the history of civilization. A land that for untold centuries has been the limitless pasture of the roving buffalo, and for ages has been the hunting ground of the Indian, on which, within the memory of men now living, no foot of white man had ever trod, has suddenly been pre-empted and developed by civilization, and to-day, though as yet but the fringe of its resources has been subdued to the needs and comforts of mankind, is fairly athrill with the complex activities of modern progress.

May 1910

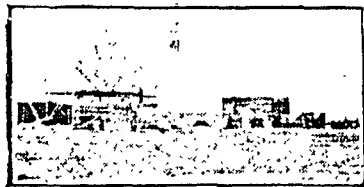




It's Causes.

The principal factors that have brought about this transformation one that in its extent and in its rapidity is, perhaps, the most wonderful on record - have been four in number. First there was the steady increasing pressure of growing population in the older countries of the world, with its inevitable abridgement of opportunity to an ever-enlarging proportion of its people. Then, in the fullness of time, came the discovery that the grassy wilderness of Prairie Canada were one vast undeveloped granary--an immense territory four times as large as Germany, in which could be grown the finest wheat in the world.

Western Canada, as it exists to-day, was born of this condition and this discovery. Hardy Shetlanders braved the terrors of an



MELVILLE, 1907.

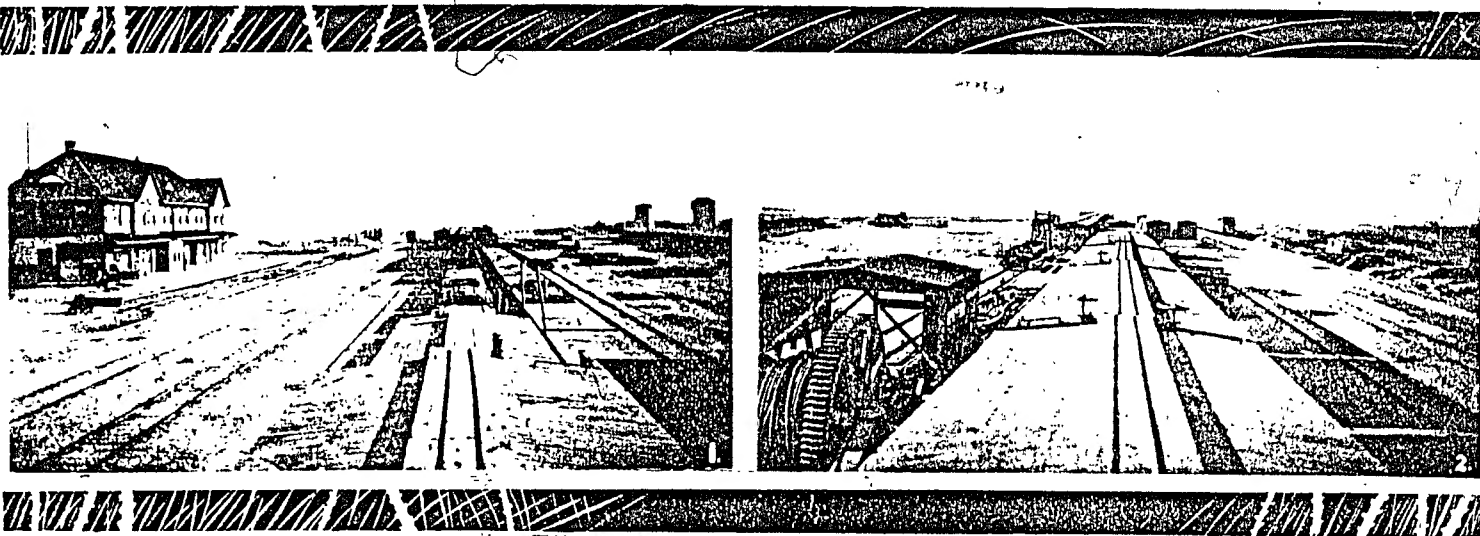
then a little more than a frontier fort—and by prairie schooner down the Red River Valley. Thus Fort Garry became Winnipeg, and the Red River Settlement became Manitoba, and the foundations of what is destined to become the world's greatest agricultural empire were securely laid.

A New Order of Things.

And, as the country became less and less of an experiment, and its resources became better understood and its illimitable grain-growing possibilities better appreciated,—as younger sons grew up, and the lure of free and fertile land tempted men ever on and on toward the setting sun, the tide of settlement

pushed on north and west, until Saskatchewan and Alberta both became mighty provinces, each bidding fair to eclipse older but smaller Manitoba. The Indian sitting at the door of his teepee saw arising over the rim of the eastern horizon a white wagon-top. It was the sign and symbol of a new order of things. The sun-tanned, resourceful, athletic figure who drove the laboring oxen or plodding horses was the advance guard of a host who in an incredibly short space of time would absolutely transform the whole face of nature. In the wagon were a few primitive household necessities, a plow and harrows, and perhaps a few hens shared the overcrowded space with the settler's brave wife and family. Behind was tied the family cow, and, to a rattling accompaniment of a few pots and pails, the cavalcade moved to where a section post located the land of the settler's choice. Agricultural industry, law and development had advanced its frontiers! Progress and civilization had swept forward in its onward march to subdue the wilderness!

This was the older fashion of prairie settlement—the fine, self-reliant fashion which made Iowa and Minnesota and others of the middle states of the Union. But, though Western Canada still sees settlement of this kind it is today being colonized



1.—EAST VIEW.

GRAND TRUNK PACIFIC YARDS.

2.—WEST VIEW.

The Organization of Colonization.

on a vastly larger scale than such primitive means made possible. Once it had been demonstrated that Prairie Canada was the farmers' Paradise, that sure success and certain competence would reward industry, and capital and organization were forthcoming to finance and direct the movement. Instead of the prairie schooner, the settler can now come to his new home in a Pullman car, not merely in comfort, but in luxury.

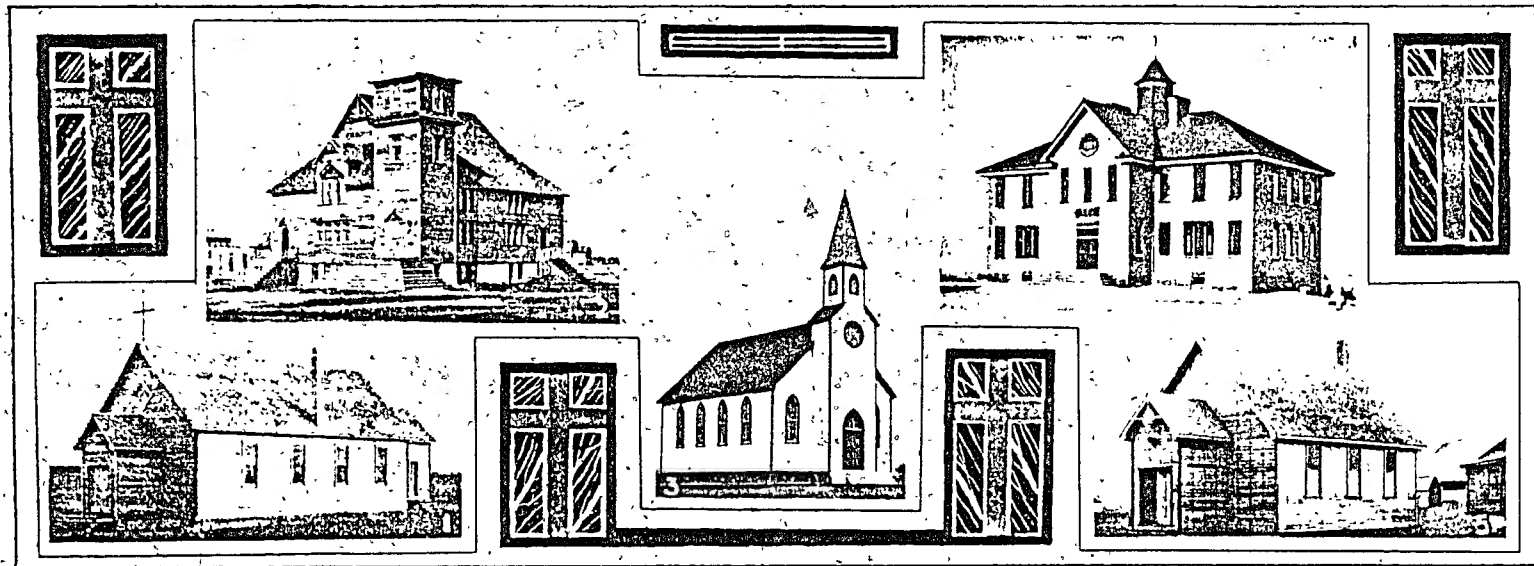
The railway has revolutionized the conditions of settlement in Saskatchewan. Next to the natural resources of any district, its development and its future depend on its transportation facilities. In the competition between two districts of equal advantages, it is certain that the one having the superior railway facilities will distance the other as it is that night follows day.

The railway is the modern artery of commerce. The great cities and towns are all built at the crossroads, so to speak, of business. When the easiest means of travel in Western Canada was by canoe, such settlements as existed were located at the junction of rivers. Fort Garry, for instance, grew at the meet-

Railways make Modern Towns

ing place of the Red and the Assiniboine. But under the conditions of to-day great towns are built around the junction points of great railroads. What gave Chicago its pre-eminence? The fact that it was built where all the railways swung round the Southern shore of Lake Michigan. What is building up Winnipeg? It is the natural meeting place of all the railways between Lake Winnipeg and the International Boundary. It can be laid down as an axiom that a town which has unquestioned superiority in the matter of railway facilities is a town that must grow with ever increasing rapidity, and which must inevitably leave behind all competitors in the race for supremacy.

This, in a nutshell, exactly describes and defines the conditions which must make MELVILLE one of the biggest and best towns in Western Canada. Other towns may be located in as good—none can be in a better!—farming country, but nowhere in the three Prairie Provinces is there a town of the age of Melville that is in the same class, so far as railway advantages are concerned.



1.—Roman Catholic Church. 2.—Union Church. 3.—Lutheran Church. 4.—Public School. 5.—English Church.

MELVILLE FULFILLS ALL CONDITIONS NECESSARY TO GROWTH.

The foregoing statement is so emphatic and so sweeping as to provoke comment and excite doubt, but it is exactly and absolutely true. Let us state again, that it may "soak in," and that the reader may grasp its full significance. No town IN WESTERN CANADA, of the same age as MELVILLE, can

branch lines of any sort have been built! One of these branches is destined to be, from an economic, a transportation and a national standpoint, one of the great railways of America, tapping districts of almost untold natural resources, and with its terminal on the world's greatest landlocked Sea; it is the

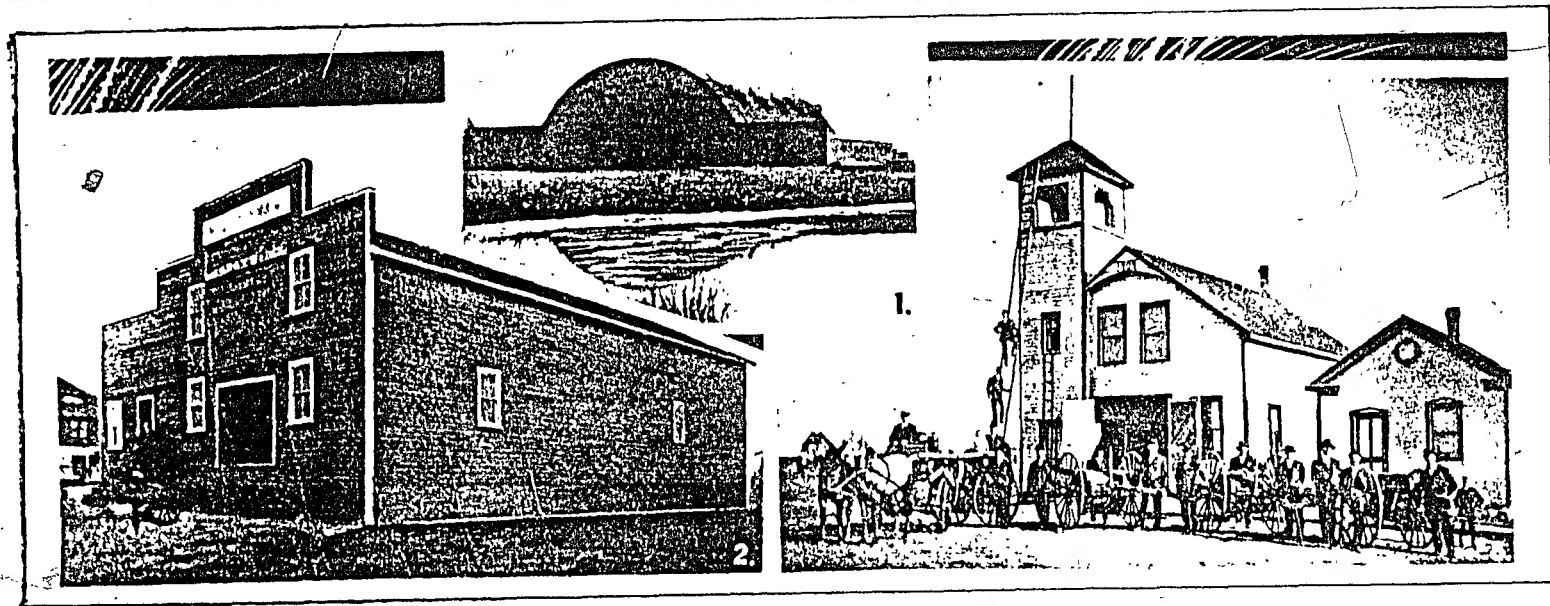


MELVILLE, 1900—1st JULY

approach it in the excellence of its railway facilities.

Melville is both a divisional and a junction point on one of the great transcontinental railways of America! It is at the time of writing the only point on that railway from which

long hoped-for, the ardently desired HUDSON BAY RAILWAY, the dream of the prairie pioneer, now in process of immediate construction. This road will bring past the doors of Melville the bulk of the grain crop of Western



1.—Rink.

2.—Massey-Harris Warehouse.

3.—Fire Hall & R.N.W.M.P. Barracks.

How It Does It.

Canada, and makes it one of the great traffic centres of America. The other extending to Regina, the capital of Saskatchewan, and then southerly to the International Boundary, transporting the grain of the Central States over this line via Melville to Hudson Bay and to Liverpool.

From the foregoing, all of which can be verified by a glance at the map, it will be seen that Melville has unquestionable points of superiority over other live Canadian towns in the matter of transportation. It resembles Chicago in "sitting at the gates of trade." The junction point of railways so important as the Grand Trunk Pacific and the Hudson's Bay Railway must, in the natural course of events, become a great city. Secure in the realization of this tremendous advantage, Melville awaits, and every week works towards, her wonderful destiny.

Melville's future as a commercial centre is as assured as are its transportation advantages. It has no dangerous competitors within striking distance. In a commercial sense it is strategically located—a point the Grand Trunk doubtless had in mind

No near Competitors.

when selecting it as one of the chief points on their system. It is almost 300 miles from Winnipeg, over 100 from Regina, almost 200 from Saskatoon and 150 from Brandon. These are the cities with which it must compete, and the distances from each are such as to permit Melville to expand and grow in friendly rivalry, and with even greater speed. To the north lies a vast territory as yet commercially undeveloped, but which will be opened up by the building of the H.B.R. Melville is ready to take immediate advantage of this development, and is, of all the cities in Western Canada, the one best qualified by geographical position to do so. The fact that it is sitting right at the gates of this coming business is one that is already recognized by wholesale and distributing firms. Manufacturers and distributors will here erect branch houses, as they have done at Regina and Saskatoon, and this will involve, not only large building expenditures and monthly payrolls, but also increased population and local business of a permanent and highly desirable character.

Already the Standard Oil, that great American corporation, has



1.—Mott & Argue's Hardware Store.
2.—Wm. Anderson's Hardware Store.

3.—W. E. Bell, Dry and Fancy Goods.
4.—R. B. Taylor's Drug Store.

Big Business Concerns Recognize Melville's Advantages

established itself in Melville, and the Massey-Harris Company has made the place a main distributing point. The lead taken by these well-known institutions is about to be followed by others of similar importance, and in a short time the railway yards will be hedged in by warehouses and mercantile establishments, and will be active, not only with a huge national forwarding and traffic business, but with the hum of local manufacturers and wholesale enterprises.

The progress of the future can only be read in the light of Melville's past accomplishment. The history of the town reads like a romance, that moves even the Western Canadian, accustomed as he is to swift and tremendous development, to wonder. Where to-day stands a prosperous and progressive town of almost 2,000 people there was, in October 1907, not even a settler's 'shack or a turned furrow! It was in that month that J. W. Redgwick built the pioneer store, a very different building, in external appearance and interior arrangement, from that

**A Little of
"Wonder
Town's"
History.**

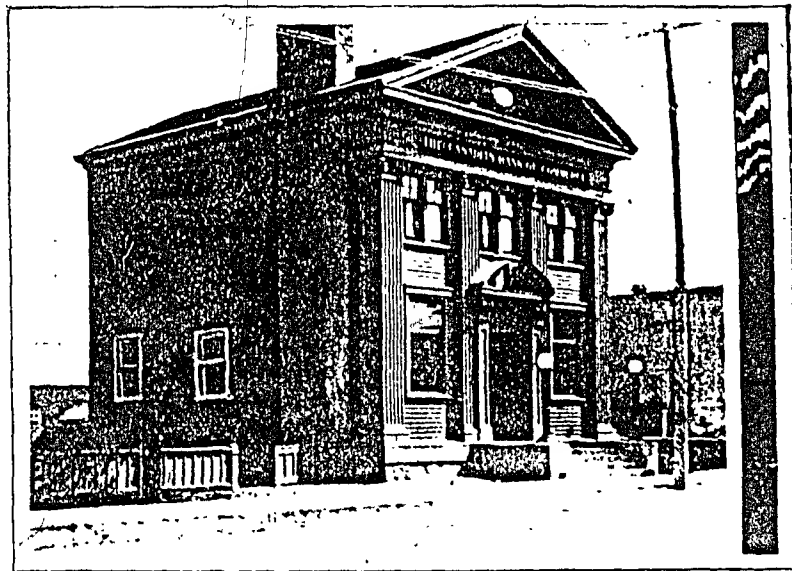
his firm now occupies. At the same time Robert Garvin and his sons trekked across prairie from Saltcoats, and established the first hardware store.

Merchants and settlers came to the embryo town in much the same way as to those dozens of others in Western Canada that depend for their future on local farm settlement and development. But when it became known that the G.T.P. purposed making it one of its most important divisional points things assumed a different complexion. Shrewd business men were quick

to appreciate that this fact differentiated Melville in a striking way from others with no such advantage. A year after the first nail had been driven Melville had a popula-

A Record.

tion of 1,500 This record can only be excelled in a mining camp, where the lure of gold makes men stampede in the hope of making themselves speedily rich. It is almost unique in the history of a mercantile and agricultural community. Its like was certainly never seen in Canada.



CANADIAN BANK OF COMMERCE

The growth of Melville outpassed any such gradual development as was contemplated by the municipal laws of Saskatchewan. The inrush of people qualified Melville three times over for incorporation as a town before its citizens could make the necessary legal arrangements for its incorporation as a village! In November 1909, its people celebrated its incorporation as a full fledged town, and established a new record as the swiftest in its development, as well as among the most substantial in its accomplishment, and the brightest in its outlook, of the towns and cities of Western Canada.

The enormous rapidity of Melville's growth can be judged by comparison with the principal cities of Western Canada. The figures for 1901 and 1906 are taken from the government official census, while those for 1910 are from the local censuses.

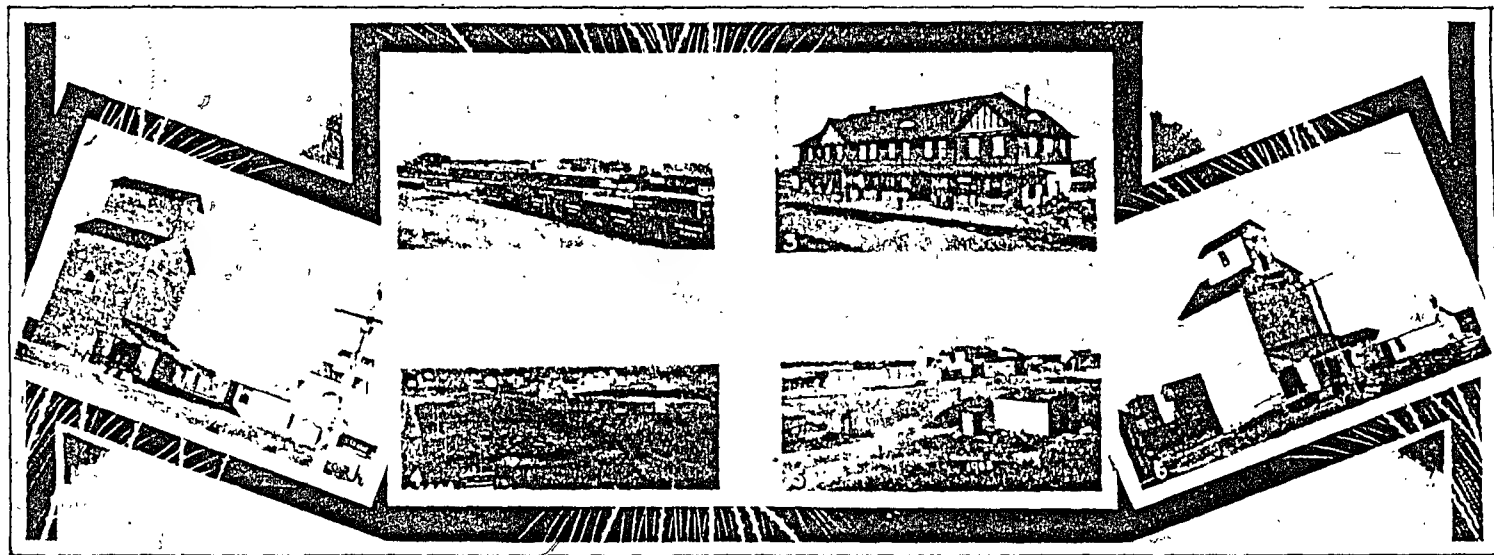
	1901	1906	TODAY (May 1st, 1910)
Brandon	5,620	10,408	13,000
Calgary	4,091	11,967	30,000
Edmonton	2,626	11,167	25,000

MELVILLE	0	0	1,750
Moose Jaw	1,558	6,249	13,000
Regina	2,249	6,169	15,000
Saskatoon	113	3,011	10,000
Winnipeg	42,340	90,153	140,000

In the light of the figures and facts given above, what of Melville in ten years? If Saskatoon, that five years ago was a station on a branch line with two mixed trains a week, can in five years grow from a city of 3000 to one of 10,000 people, cannot Melville, with at least equal facilities as a distributing point at the very inception of its career, and with the positive knowledge that completion of the Hudson Bay Railway will make it one of the great forwarding centres of America, not only equal, but greatly excel, Saskatoon's fine record? It needs only a knowledge of the big facts that underlie the town's growth to make this patent to any mind accustomed to deal with business propositions.

Little has as yet been said regarding the actual details of Melville's present position. The reason is that a few weeks or

What of the Future?

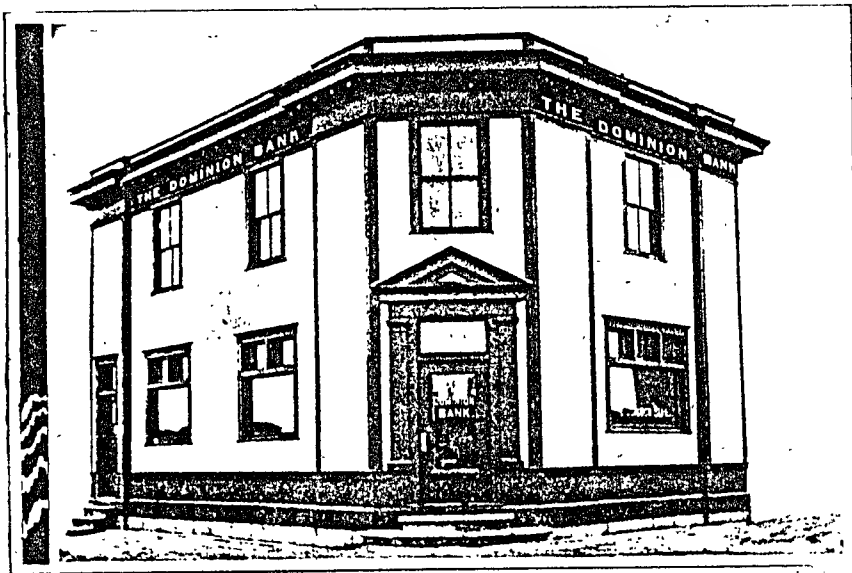


1.—Security Elevator.

2, 4 and 5.—Views of Molville, 1908.

3.—G.T.P. Station.

6.—Atlas Elevator.



DOMINION BANK OF CANADA

months will make these details useless, for the town's tremendous growth relegates all statistics and statements of this kind into the limbo of ancient history almost before the ink is dry on the paper that sets them forth. Some such details, however, may be required by the reader, and, though they will be useless long before the present edition of this booklet is exhausted, they are herewith set forth.

Three of Canada's biggest banks have already erected substantial buildings in the town - the Merchants, the Dominion and the Bank of Commerce.

Melville's Present Accomplish- ment,

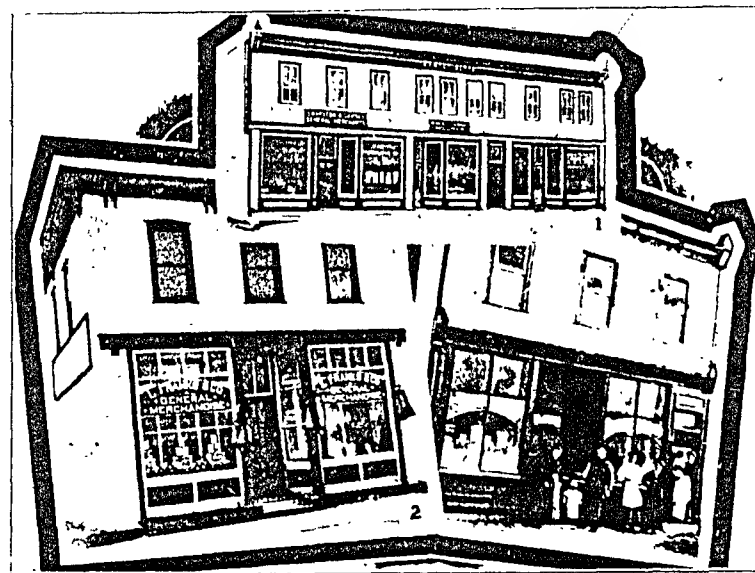
There are three licensed hotels, with a combined capacity for 140 guests. Two grain elevators with total capacity of 60,000 bushels, handle the local grain shipments, and more are to be built this season.

There are eight general, three hardware, two drug, one furniture, two confectionery, two jewelers and two harness stores. Four livery stables and three lumber yards

are kept busy supplying materials for new buildings in town and district. There are three barber, two butcher shops, and two blacksmith shops, and two live local newspapers. These papers the "Melville Canadian" and "Western Sun" record week by week the happenings and the progress of the town. Three doctors, one dentist and two law firms are located in Melville, and three real estate offices are working overtime with local farm and townlot transfers. There are five churches - the Union, Roman Catholic, Anglican, Lutheran and Evangelical; all with resident ministers. The town has a good public hall, a fine skating and curling rink, lodge rooms for its fraternal societies and other institutions, such as are frequently not to be found in towns ten times Melville's age and double its population.

Municipal Enterprise.

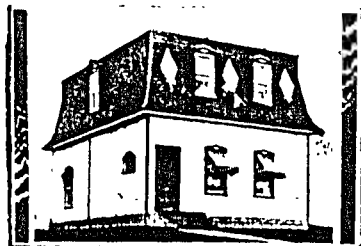
Since its incorporation as a town the mayor and council of Melville have done their utmost to overtake its municipal needs, and lay the foundation for its assured future. A Montreal Company has received a franchise to operate an electric light plant, and the same is to be completed by July of this year. A sewerage



1.—Dawsey Block.

2.—L. Frank's Store.

3.—L. Martin's Restaurant.



J. Rowan's Residence.

excellently conducted public school,—with a capital building—provides for the education of the children of Melville's citizens.

A Live Board of Trade.

Both in educational and municipal matters the people of Melville take a keen interest, and from year to year its most solid and representative citizens are to be found giving their services in a public capacity for the town's progress. An energetic Board of Trade supplements the work of these official bodies, and has done much in bringing the town's advantages

system has been started as a municipal undertaking; granolithic sidewalks have been built and roads graded. An efficient fire brigade has been organized, and a modern fire fighting equipment housed in an attractive and convenient building. A local police force ensures the maintenance of law and order, and an ex-

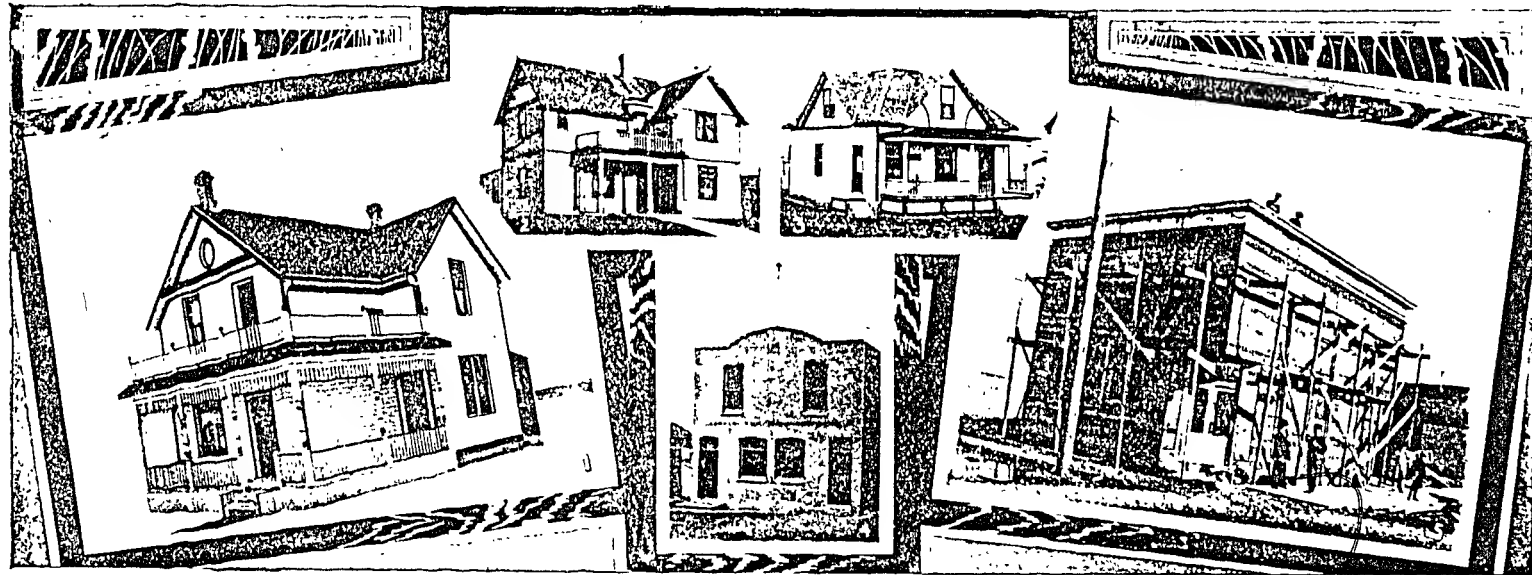
cellent fire brigade has been organized, and a modern fire fighting equipment housed in an attractive and convenient building. A local police force ensures the maintenance of law and order, and an excellent

The Melville Farming District.

The district around Melville is admirably adapted for mixed farming. The soil is a black clay loam, and the surface is rolling prairie. Thirty per cent of the farming land in the town's vicinity is already under resident ownership and cultivation.

Practically no homesteads have been available near Melville since the first building was erected in the town, but there is good farming land for sale at prices averaging from fifteen to twenty dollars per acre. There is abundance of natural hay for stock, the raising of which is an important local industry.

The fertility of the soil is attested by extraordinary yields, cases of wheat yielding 42 bushels, and oats 90 bushels, to the acre have been known. The average yield of the district is equal to that of the whole province of Saskatchewan, and is 25 bushels



1.—J. D. Miller's Residence.

2.—J. P. Malone's Residence.

3.—Dr. Livingstone's Residence.

4. Post Office.

5.—Merchants' Bank under construction.

[Its Fertility.

to the acre in the case of wheat, and 60 of oats. Good water is obtained from wells, the average depth of which is from 18 to 20 feet.

The rain fall is ample for all crops, and the climate like that of the whole of Saskatchewan, is bright, sunny and healthy, and admirably adapted for the successful growing of grain.

Like that of every Western Canadian town, the citizens of Melville are various in their origin. The bulk of them are Canadians of the most progressive type, with a large admixture

Melville's People.

of Americans, principally from the Central States of the Union. There are also representatives from the best classes of European countries, the whole constituting a community that for enterprise, resourcefulness, financial

stability and faith in the town in which they have cast their lot would be hard to equal anywhere. The same statement can be applied to the farming population in the town's vicinity, except that there the proportion of European settlers is somewhat larger than in the town itself.

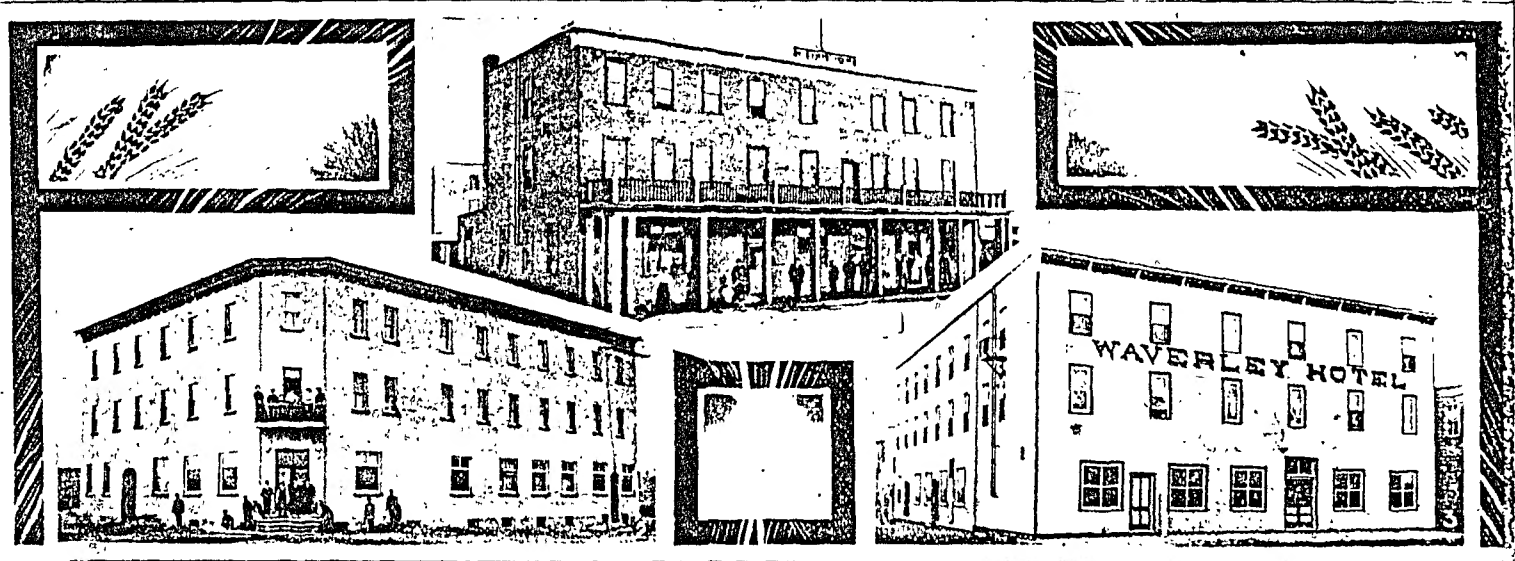
It is no reflection on the splendid material advantages possessed by Melville to say that the spirit that prevails, both among the citizens and farmers, is the finest asset of the town and district. Farmers and citizens are all contented, prosperous

and ambitious. Men who came to Melville, "the Wonder Town," with hardly any other capital than their energy and ability, are to-day in positions of enviable competence. The good fortune they have had they are willing to help secure for others. In no town is there a more com-

"Watch Melville Grow."

radely or co-operative spirit. "Watch Melville Grow" is the town's slogan of progress. That it may grow as its citizens believe and desire is the object with which the Board of Trade has issued this booklet telling of its remarkable past, its prosperous present, its brilliant future.

Melville desires new industries, new enterprises, more citizens. To these it offers special inducements that those interested will do well to consider. Some of these have been herein set forth--others, equally impressive, could be urged did the limits of



1.—Hotel Melville.

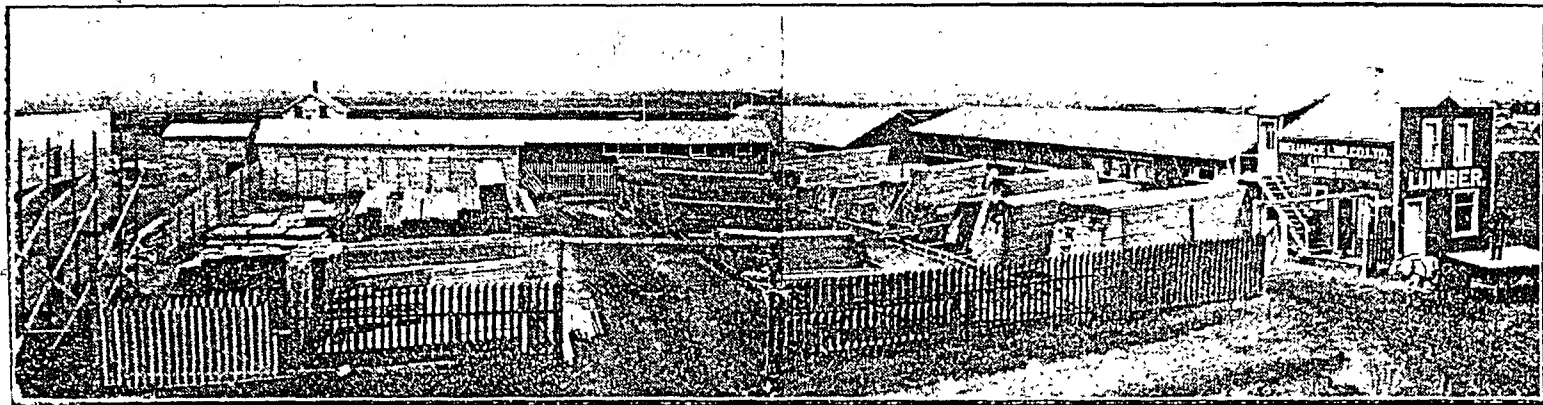
2.—Windsor Hotel.

3.—Waverley Hotel.

space admit. Correspondence is invited with the Board of Trade, which will do all in its power to assist business men or investors, who are looking for a share in the great prosperity

which awaits all Western Canada, and no part of it more assuredly than Melville, "the Wonder Town."

Write for Information and become a Citizen.



RELIANCE LUMBER YARD.—MELVILLE.

EXECUTIVE AND COUNCIL OF BOARD OF TRADE.

BOARD OF TRADE

President—J. W. Dawsey.
Vice-Pres.—Dr. Livingstone.
2nd Vice-Pres.—J. W. Reid.
Sec'y I. R. Shaneman.

Council—

L. Benoit, A. J. Beatty,
R. Garvin, A. N. Strang,
H. W. Lindsay, R. B. Taylor,
Dr. McGillivray, J. J. Brown,
J. Rowan, T. M. Anderson.



TOWN COUNCIL

Mayer—J. W. Dawsey.
Sec. Treas.—H. D. Wilson.

Councillors—

E. S. Miller, L. Franks,
J. J. Brown, Hy. Miller,
D. McDonald, R. G. Combe.

THE ARTESIAN OF MELVILLE . . . PROBLEM SOLVED.

Water

Supply

One of the greatest essentials to a town's development is an adequate water supply. Without this it matters not what other inducements or attractions a place may have, a town cannot flourish and grow. While Melville is not situated on a river or lake it is fortunately located in a district where ample water can be found for ordinary uses. But a railway and commercial centre like what Melville is, requires a greater supply than that needed under ordinary circumstances. Investigations made, go to show that an abundant supply can be secured without a very great expenditure of money as there appear to be large underground veins of water similar to those found in the Red River Valley in Minnesota. As an example of this, a farmer a few miles to the north of the town was boring a well, when at a depth of eighty-two feet, one of the veins was struck. The water rushed in with such force that the well was soon filled and has been flowing with pressure

ever since from a hole thirty-six inches in diameter. It is safe to say it is flowing at the rate of four hundred and fifty gallons per minute. The water flows from quicksand and is clear, cold and of the very best quality. The Town Council has arranged for an engineer to be on the ground within a few days to make the necessary surveys and plans for the installation of a complete system of waterworks and sewerage. Besides the growing needs of the town, the Grand Trunk Pacific Railway require, at this point, 200,000 gallons of water per day.

Write

Secretary

Intending settlers may write secretary of the Board of Trade for further particulars and by wiring or writing will be met at the train by members of the Board who will give them all necessary information, and see to their comfort, etc.